



PORT COLBORNE

Report 2024-44  
Appendix B



# Traffic Calming

Council Presentation  
**Policy**

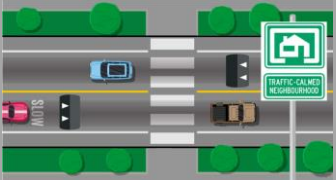
March 12, 2024, 6:30 p.m. to 8:00 p.m.



PEOPLE. PROJECTS. PLANET.  
Innovative solutions for complex challenges



Platinum  
member

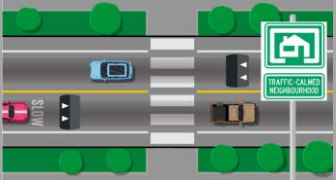


# Traffic Calming Policy

## Why are we here?

- The City receives various traffic related complaints from residents regarding speeding, excessive volumes, and overall neighbourhood safety.
- Currently, staff use resources available such as additional signage, pavement markings and driver feedback boards to address concerns.
- To address and streamline public concerns in a consistent manner, the City has retained R. V. Anderson Associates (RVA) to prepare a **Traffic Calming Policy** document to improve efficiencies and effectiveness related to traffic calming.
- This presentation is aimed at providing insight to the traffic calming process developed for the proposed Traffic Calming Policy and provide an avenue for members of Council to ask any questions related traffic calming and specifically the details set out in the proposed policy.





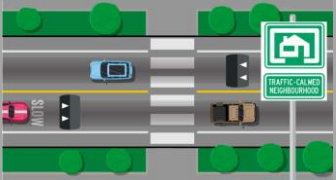
# Traffic Calming Policy

## Purpose and Mission of Traffic Calming Policy

- The **PURPOSE** of the Traffic Calming Policy is to provide a framework for initiating, developing, assessing, implementing, and monitoring traffic calming measures for laneway, local and collector roads in the City of Port Colborne. It serves as guidance for future traffic calming projects.
- The **MISSION** of a Traffic Calming Program is to improve community safety, preserve community character and enhance the local neighbourhoods by working with the residents.





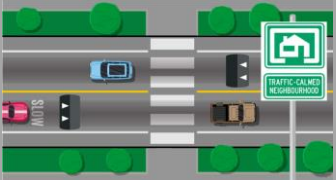


# Traffic Calming Policy

## What is Traffic Calming?

- Traffic calming is the combination of measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.
- Traffic calming measures can generally be categorized as one of the following:
  - **passive** (quickly and easily installed, typically lower in implementation cost)
  - **physical** (more permanent in nature and typically involve more resources and longer timelines)
- In addition, traffic calming elements are those traffic control devices and programs that regulate, warn, guide, inform, enforce and educate motorists, bicyclists, and pedestrians.

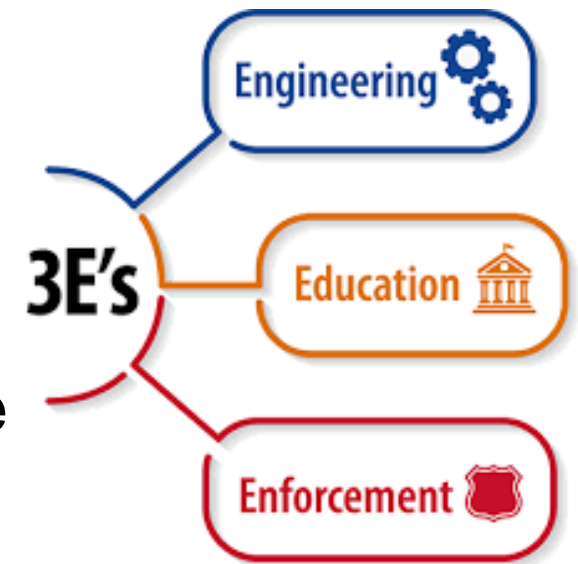


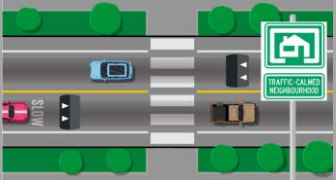


# Traffic Calming Policy

## How is Traffic Calming Implemented?

- Citizens play an integral role in developing traffic management programs for their streets by working with City staff, utilizing the 'Three Es' strategies:
  - **Engineering** – Physical measures and traffic calming devices constructed to lower speeds, improve safety, or otherwise reduce the impacts of automobiles.
  - **Education** – Identifying the need for traffic calming through information-sharing and awareness raising, targeting drivers, pedestrians, and cyclists **regarding** the safest, best ways to share the road.
  - **Enforcement** – Targeted police enforcement that supports neighbourhood goals.



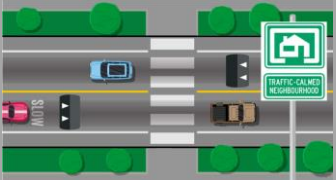


# Traffic Calming Policy

## What are we trying to accomplish?

- The main operational objectives of traffic calming will address:
  - 85<sup>th</sup> percentile travel speeds (the speed at which 85 percent of vehicles travel at or below on a particular street) must be greater than 10 km/h over the posted speed limit.
  - Reduce cut-through traffic.
  - Reduce collisions and improve safety for motor vehicles, pedestrian, and cyclists.
  - Adequate access and response times for emergency vehicles
  - These objectives are met through the “Three (3) E’s” as previously described.

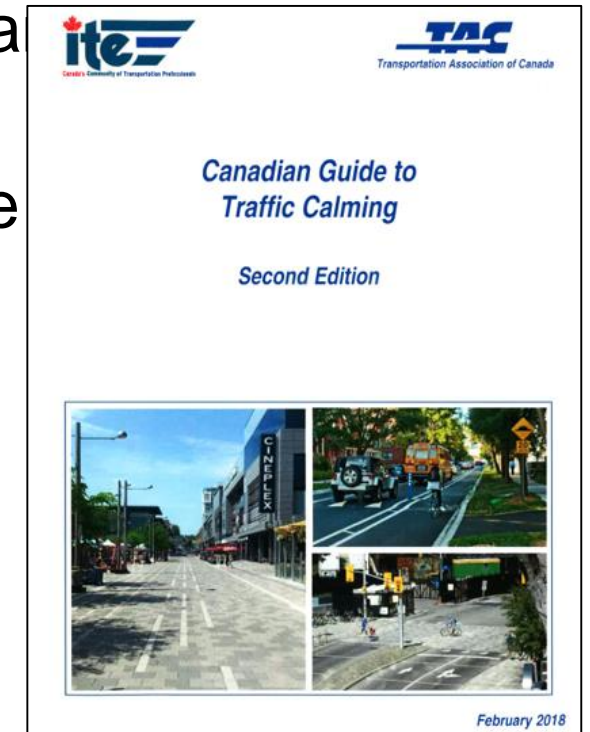




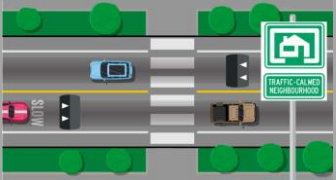
# Traffic Calming Policy

## Traffic Calming Policy Documents reviewed

- Reviewed the following Traffic Calming Policy documents:
  - 2018 Transportation Association Canada (TAC) Canadian Guide to Traffic Calming (CGTC)
  - Traffic Calming Policy documents from other similar size municipalities as part of best practices:
    - City of Thorold;
    - Town of Bracebridge;
    - Town of Midland;
    - Town of Wasaga Beach;
    - Town of Lasalle; and,
    - Town of Pelham.







# Traffic Calming Policy

## Traffic Calming Process and Procedure

- The 2018 TAC Canadian Guide to Traffic Calming separates the traffic calming process into following **five (5) stages**.

### 1. Initiation

Confirm public complaint, Initial Screening, and Traffic Calming Warrants.

### 2. Development

Initial public survey, draft alternatives prepared based on data collection, analysis and resident support.

### 3. Approval

Public and Council endorsement of final traffic calming plan.

### 4. Implementation

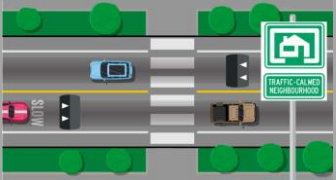
Traffic calming measure(s) installed.

### 5. Evaluation

Traffic calming measure(s) evaluated.







# Traffic Calming Policy

## Stage 1: Initiation

The purpose of the **Initiation** stage is designed to determine community interest in exploring the need for traffic calming once residents' concerns have been submitted to the City.

### Confirm Public Complaint:

- City staff will conduct a field study, information listed in the initial screening criteria.
- Follow up with resident within 30 Days to advise on the traffic calming process moving forward.

### Data Collection:

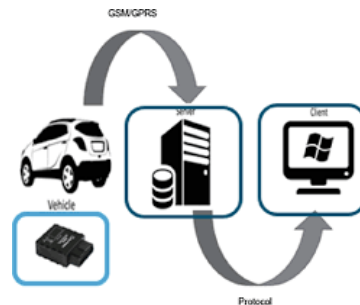
- Provide a better understanding of the current traffic conditions

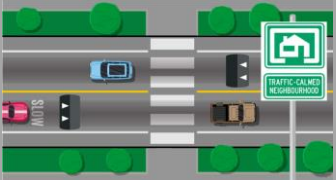
### Initial Screening Criteria:

- Outlines the minimum requirements for a location to be eligible for traffic calming measures.

### Traffic Calming Warrant:

- Data collected will be run through the traffic calming warrant process to determine the need for a traffic calming.





# Traffic Calming Policy

## Stage 1: Initiation (Cont.)

### City of Port Colborne Initial Screening Criteria

Criteria	Requirement
Road Classification	<ul style="list-style-type: none"><li>Laneway, local road, and collector roads (not Collector commercial and industrial, and Arterial).</li><li>Must not be designated an Emergency Services Route, Bus Route, or Truck Route.</li></ul>
Road Length	<ul style="list-style-type: none"><li>Street segment length must be 200m in length at a minimum.</li></ul>
Road Gradient	<ul style="list-style-type: none"><li>Road gradient must be less than 8% grade.</li></ul>
Traffic Volumes	<ul style="list-style-type: none"><li>The Average Daily Traffic (ADT) volume (over 24 hours) must be at least:<ul style="list-style-type: none"><li>1,000 vehicles for a local street; and,</li><li>2,000 vehicles for a collector street.</li></ul></li></ul>
Posted Speed	<ul style="list-style-type: none"><li>The posted speed limit must be 60 km/h or less.</li></ul>
Previously Evaluated OR Permanent Installation Removed	<ul style="list-style-type: none"><li>A prior request has not been received within two (2) years, OR Permanent traffic calming measures have not been removed from the subject street(s) in the last five (5) years.</li></ul>

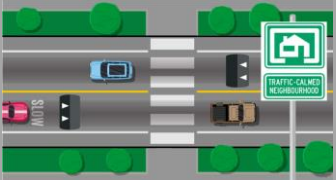


# Traffic Calming Policy

## Stage 1. Initiation (Cont.)

### City of Port Colborne Traffic Calming Warrant

1. The 85th percentile speed must be greater than 10 km/h over the posted speed limit.
2. More than 5% of the total traffic on the street must be travelling more than 15km/h over the posted speed limit.
3. The average daily traffic volume (over 24 hours) must be at least: 1,000 vehicles Average Daily Traffic (ADT) volume for a local street, and 2,000 vehicles Average Daily Traffic (ADT) volume for a collector street.
4. Through traffic must be more than 20% of the total volume of traffic on a local street and 40% of the total volume of traffic on a collector street.
5. Pedestrian or cyclist generators (playground, school, multi-use pathway crossing, official cycle route, transit hub, etc.) exist on **the** street, or in the immediate area, that creates higher than average pedestrian/cyclist activity.
6. No continuous sidewalk on the street in question.
7. If the 85th percentile speed is 15km/h or more over the posted speed limit, no other warrant needs to be met.



# Traffic Calming Policy

## Stage 2: Development

The purpose of the **Development** stage is to create a traffic calming plan that effectively addresses the identified issues.

### Initial Public Survey

At least 60% of the total households with direct frontage, or flankage, onto the section of roadway in favour of the potential implementation of traffic calming measures. Each household is represented by one survey.

### Assessment of Traffic Calming Alternatives

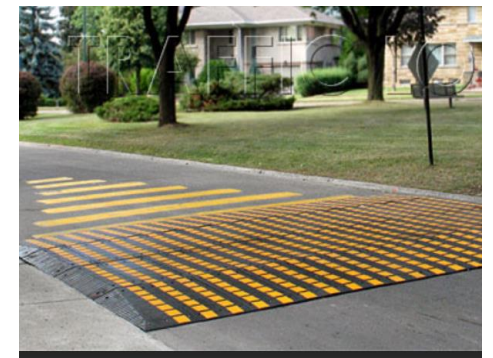
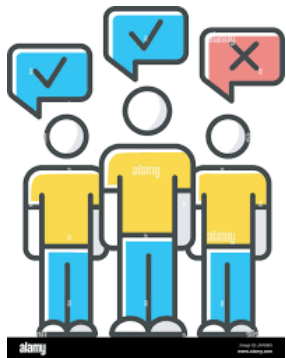
All requests that reach this stage of the process have passed the initial screening process and the residents have indicated their support towards addressing the problem.

### Type 1 (Passive)

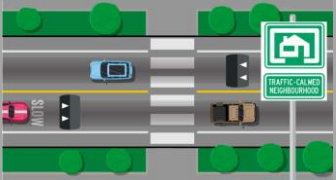
Passive traffic calming measures are low cost but effective ways of changing driver behaviour.

### Type 2 (Physical)

These involve construction of physical vertical and horizontal deflections.







# Traffic Calming Policy

## Stage 2: Development (Cont.)

### Type 1 - Passive Traffic Calming Measures



Flexible  
Signs



Speed  
Display



On-Street Parking

### Type 2 - Physical Traffic Calming Measures



Speed  
Cushion  
Horizontal  
Deflection



Speed Hump



Speed Table



Raised  
Intersection



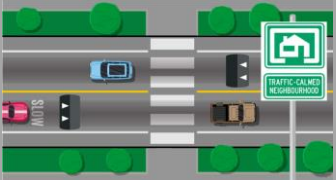
Raised Center  
Island Median



Curb  
Extension



Chican  
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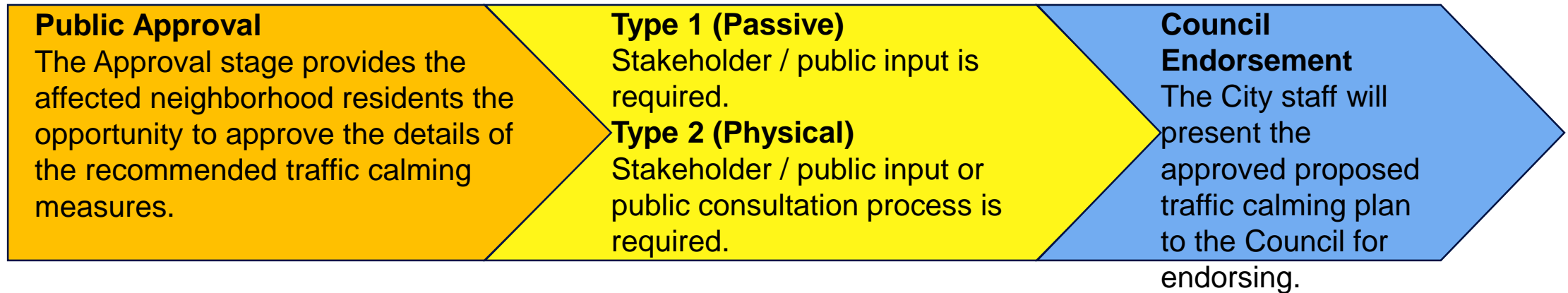


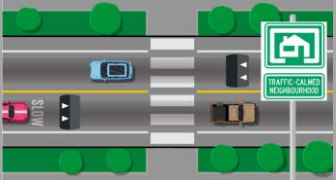
# Traffic Calming Policy

## Stage 3.

### Approval

The **Approval** stage includes endorsement of the proposed traffic calming plan by the affected neighborhood residents and the City Council.





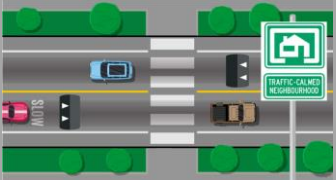
# Traffic Calming Policy

## Stage 4: Implementation

Upon approval of Council, resident notification, and sufficient funding, traffic calming measures will be implemented. Residents will be notified of implementation timelines through the contact mailing list.

When multiple projects are warranted for traffic calming measures implementation, the City will determine the prioritization of the projects based on

Criteria	Requirement	Maximum Points
Operating Speed	<ul style="list-style-type: none"><li>5 points for every 2km/h that the 85th percentile speed is greater than 10km/h over</li></ul>	35
Traffic Volume	<ul style="list-style-type: none"><li>5 points for every 1,000 vehicles Average Daily Traffic (ADT) volume on a Local Road.</li><li>5 points for every 2,000 vehicles Average Daily Traffic (ADT) volume on a Collector</li></ul>	20
Collision History	<ul style="list-style-type: none"><li>1 point assigned for each speed related collision over last 3 years.</li></ul>	5
Pedestrian/Cyclist Generators	<ul style="list-style-type: none"><li>5 points for each pedestrian/cyclist generator within a 250m radius.</li></ul>	15
Sidewalks	<ul style="list-style-type: none"><li>5 points if there is no continuous sidewalk on at least one side.</li></ul>	5
School Zones	<ul style="list-style-type: none"><li>5 points for every school with vicinity.</li></ul>	20



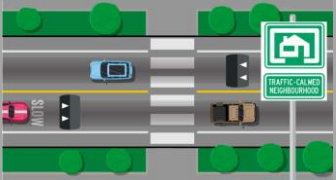
# Traffic Calming Policy

## Stage 5.

### Evaluation

- City Staff will monitor the roadway to determine the effectiveness of the utilized measures and their impact on the surrounding road network.
- The City will conduct before and after studies to assess if the traffic calming plan has resulted in reduction of operating speed or/and excessive traffic volumes in the project study area.
- This information will be used in recommending similar measures in the future.

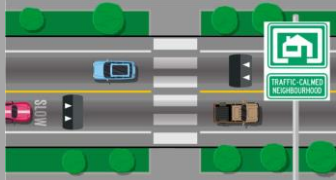




# Traffic Calming Policy

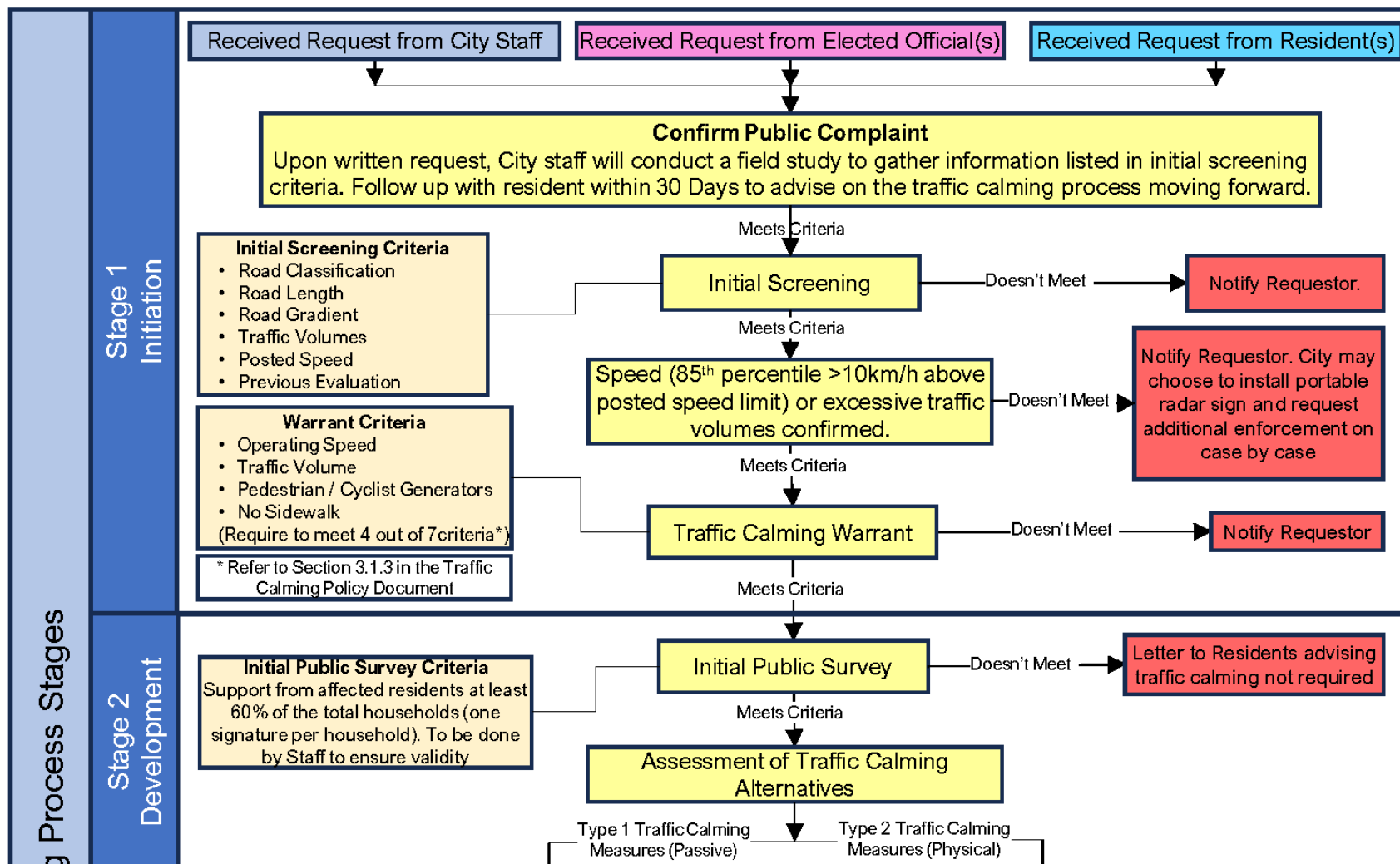
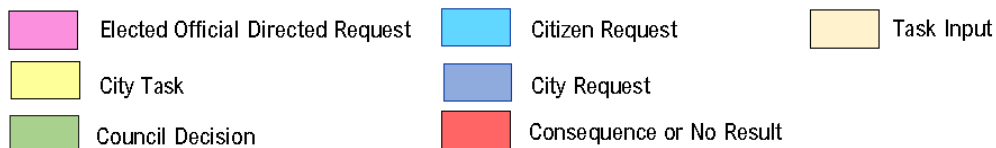
## Removal of Permanent Traffic Calming Measures

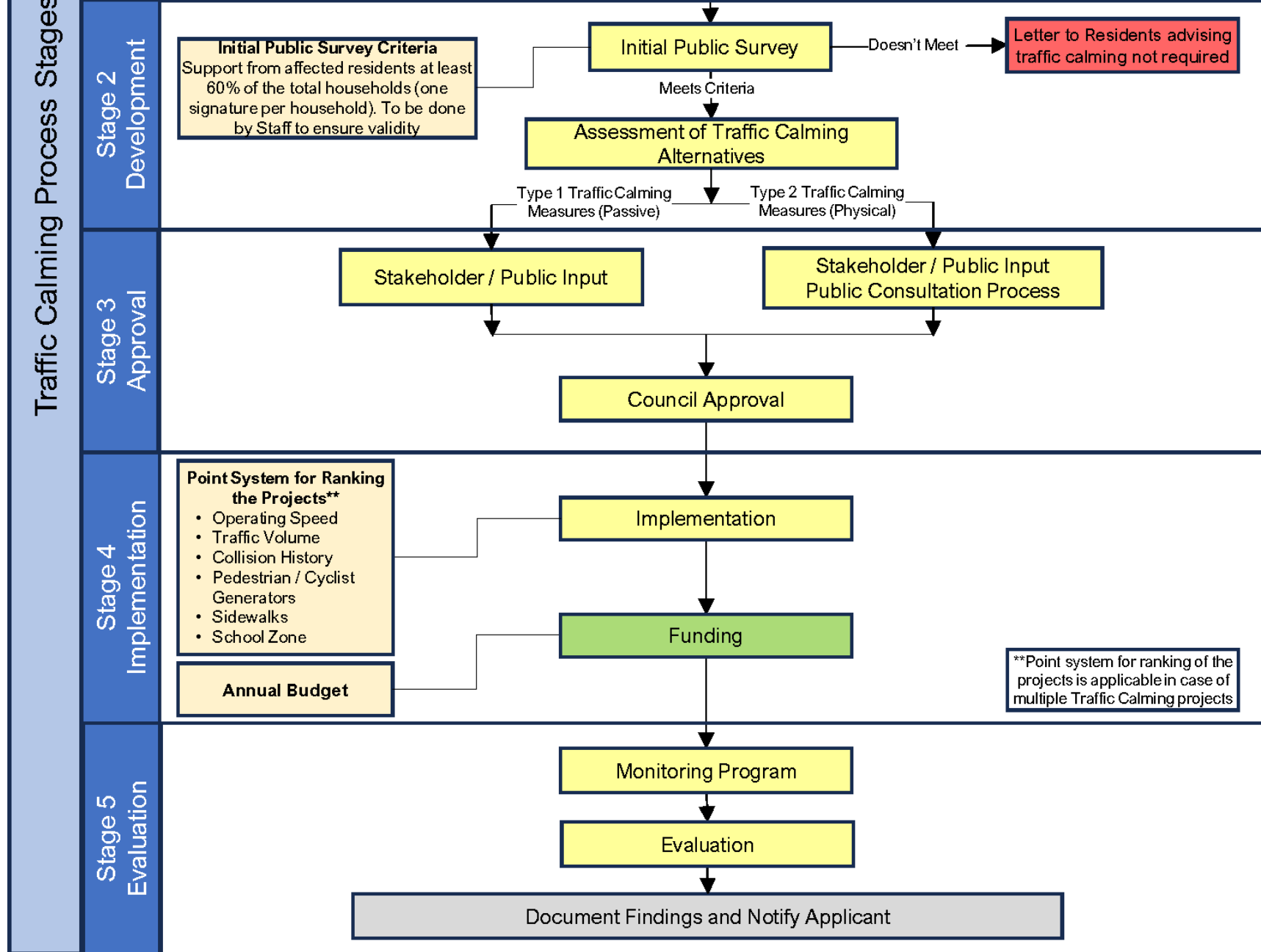
- Traffic calming measures may be removed, at the request of residents, provided that at least 75% of the total households on the street(s) in question agree to the removal via a resident petition. The number of total households would be the same residents as was initially surveyed to gauge support for traffic calming.
- Traffic calming measures must be installed for at least two (2) years before acquiring the necessary signatures on the resident petition.
- If traffic calming devices are removed, the subject street must wait at least five(5) years before requesting a new traffic calming measure; at this point the traffic calming review process would start over.



# Traffic Calming Policy-Flow Chart

## Legend:





# Traffic Calming Policy

How does it align with the City's Strategic Pillars?



Environment & Climate  
Change



Welcoming, Livable &  
Healthy Community



Economic Prosperity



Increased Housing  
Options



Sustainable &  
Resilient  
Infrastructure





# Environment & Climate Change



When vehicles accelerate beyond the prescribed limits, they burn more fuel. These emissions are significant contributors to climate change and air pollution, posing serious threats to both the environment and public health.

Educating drivers about the environmental consequences of their driving habits and encouraging them to adopt more conscientious behavior while driving will help reduce the overall carbon footprint.



# Welcoming, Livable & Healthy Community



To encourage a more welcoming and liveable community, the implementation of traffic calming measures and improving conditions for pedestrians, cyclists, and residents, will enhance safety and connectivity across our neighborhoods.

City Saff will continue to work with Niagara Regional Police to carry out enforcement for additional road safety measures in our Community.



# Sustainable & Resilient Infrastructure



When warranted, the implementation of physical and/or passive traffic calming measures such as road marking, speed hump / cushion, and additional signage will be installed to ensure the integrity of the City's road infrastructure is maintained.

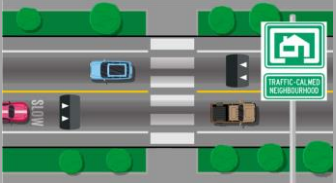


Speed  
Hump



Speed  
Cushion





# Traffic Calming Policy



## Questions?